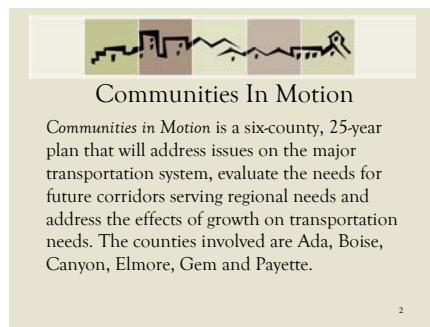




**MATTHEW J. STOLL,**  
**Executive Director,**  
**COMPASS (Community**  
**Planning Association of**  
**Southwest Idaho) was**  
**introduced.**



Compass is currently working on 2 planning projects. One (*Communities in Motion*) is a six-county 25 year transportation plan. This plan will weigh quality of life, funding, and transportation vision and establish a transportation prioritization process.



The second initiative (**Blueprint for Good Growth**) covers land use and strategies for shared growth goals.



Matt reviewed Regional Plan objectives.



### Background of Project

- Started update to regional transportation plan in 2002
- Concern about pattern of regional growth
- ITD concern about increasing commuting traffic affecting state highways, e.g., SH 16
- Need for development of true regional plan
- Need for regional project prioritization

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The planning projects came from the recognition that growth and transportation projects in the Treasure Valley would benefit from a coordinated approach.



### What is the Regional Plan

- Considers congestion management system
- Assesses measures to preserve existing transportation system
- Includes design & scope descriptions to permit conformity determinations and cost estimates
- Reflects multimodal evaluations – transportation, socioeconomic, environmental & financial impacts

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### Region for CIM

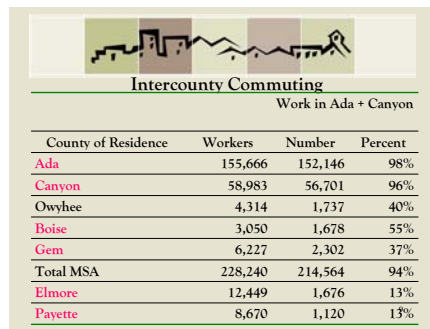
- Ada County
- Boise County
- Canyon County
- Elmore County
- Gem County
- Payette County
- 25 Cities, ranging from 14 to 208,000



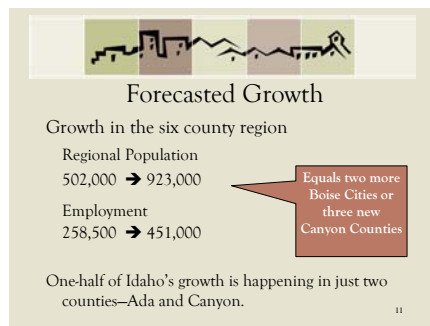
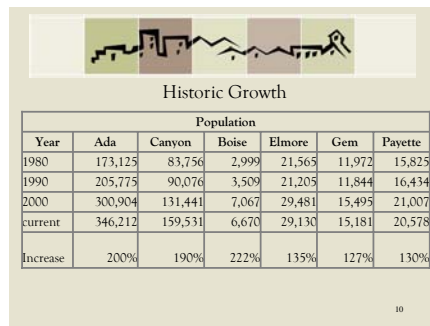
### Why Expand the Plan Area?

- Move planning toward regional view
- Improve coordination of transportation decisions
- Improve information regarding external impacts
- Help awareness of regional needs
- Better address Transportation Management Area requirements

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Ada/Canyon counties have large numbers of commuting workers.



One-half (1/2) of Idaho's population growth is in Ada and Canyon Counties.





### CIM/BGG Process

1. Develop a preferred growth scenario using public input (CIM/BGG)
2. Develop tools to guide selection of the preferred growth scenario (BGG)
3. Identify transportation needs to support the preferred growth scenario (CIM)
4. Develop Long-Range Transportation Plan (CIM)

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Matt went on to review the processes used for the CIM (Communities in Motion) and the BGG (Blueprint for Good Growth) plans



### Importance of Scenarios

- Compare various ways growth can occur
- Understand differences between our choices while focusing on a common goal
- Manage land uses that support an efficient transportation system
- Develop a transportation system that matches a good land use pattern

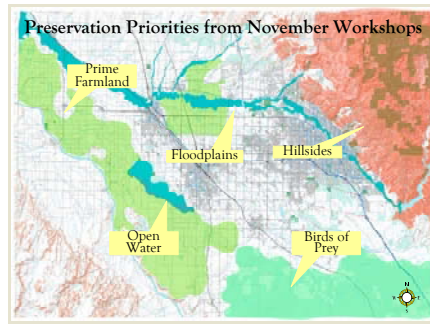
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### General Guiding Principles


- Each community plan for growth & share in benefits and costs
- Facilitate growth in cities & areas of impact to efficiently use public infrastructure
- Promote economic vitality & housing choices for all residents while retaining natural beauty
- Support a successful central city to maintain regional economic health and vitality
- Coordinate transportation and land use decisions to support travel choices

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

Preservation priorities included:

- Protect Prime Farmland from urban development,
- Recognize Floodplains when establishing land use,
- Maintain Hillsides and other recreational open spaces,
- Shield Open Water and surrounding lands from housing developments,
- Guard Birds of Prey area from encroachment.



**Two Scenarios**

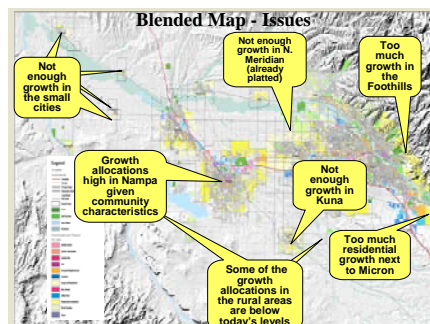
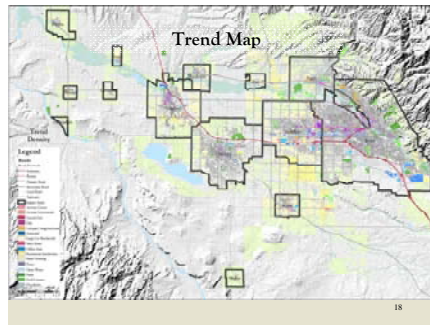
The COMPASS Board narrowed the six scenarios to two scenarios:

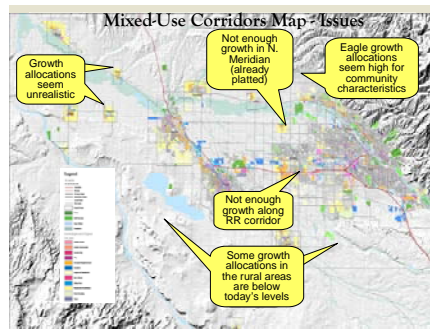
- Mixed-Use Corridors 
- Blended (Satellite Cities) 

But will retain Trend for a baseline

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Matt then reviewed using scenarios and consensus building to establish a plan.





### Attributes of Both Scenarios:

Promote quality of development patterns by having:

- Less land consumption than trend
- Greatest potential for preservation of open space

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### Attributes of Both Scenarios:

Provide greater housing choices, including:

- Single-family homes
- Condominiums
- Affordable housing opportunities
- Small-lot homes
- Duplexes, town homes and apartments

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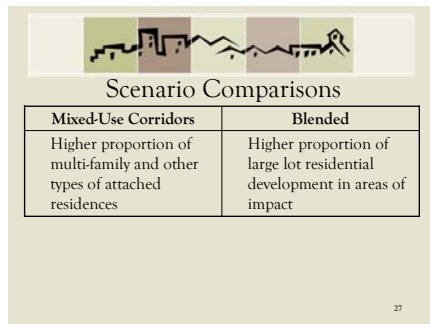
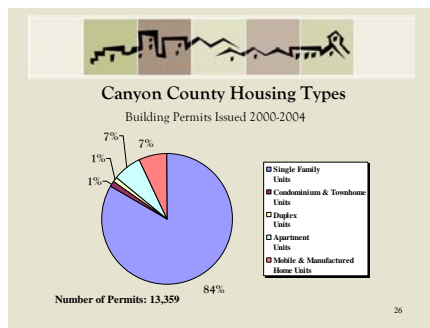
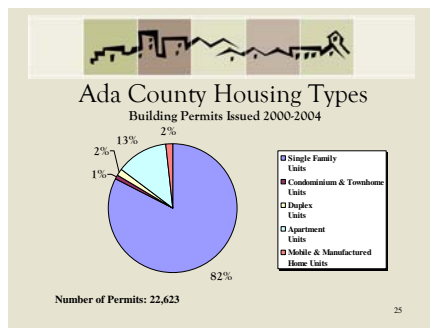
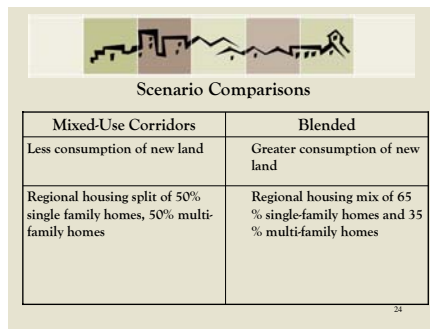


### Attributes of Both Scenarios:

Promote quality & pattern of transportation patterns through :

- Less congestion/travel delay
- Shorter trips to and from work, shopping, entertainment and parks
- More opportunities for transit
- More opportunities for walking and cycling
- Better coordination between land use and the transportation system

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**Single Family Housing**

52 dwelling units  
 2,000 – 4,000 s.f.  
 Typical lot size: 40' x 80' = 3,200 s.f.  
 Net Density (streets and alleys not included): 10 du/ac  
 Gross Density (includes open space): 6.8 du/ac




Single Family - Civitas

**CIVITAS**

**Townhomes / Condominiums**

54 dwelling units  
 1,300 – 2,200 s.f.  
 Net Density (streets and alleys not included): 43 du/ac  
 Gross Density (includes open space): 14 du/ac



Townhomes - Civitas

**CIVITAS**

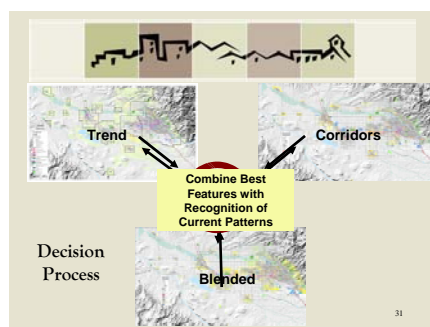
**Multifamily Housing**

124 dwelling units  
 600 – 1,400 s.f.  
 Net Density (streets and alleys not included): 77 du/ac  
 Gross Density (includes open space): 49 du/ac



Multi-Family - Civitas

**CIVITAS**







## Implementation

Implementing a preferred growth scenario will ask communities to:

- Develop and enforce regulations, inter-agency agreements and other growth tools
- Fund capital improvements (e.g. transit, trails and other facilities)
- Recognize market forces play a role guiding development

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## Implementation

Implementing a preferred growth scenario will also ask communities to support:

- Public improvements and services
- Ongoing implementation and enforcement of policies

BGG will assist Ada County communities to develop unique community guidelines based on common regulations and land-use policies

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## Implementation via Street Design



UrbanAdvantage

Existing conditions



UrbanAdvantage

Street trees added







### What's Next

- **May 2005** – COMPASS Board considers growth scenario selection process
- **May - July 2005** – Develop corresponding transportation scenarios/select
- **Fall/Winter 2005** – Develop *Communities in Motion* transportation plan and distribute for public review
- **Winter/Spring 2006** – Develop local plan and code revisions by *Blueprint for Good Growth*

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Matt also presented  
COMPASS's planned calendar  
for the next year.



### Closing

Thank you for your time and interest in  
*Communities in Motion* and  
*Blueprint for Good Growth*

For more information:

[www.communitiesinmotion.org](http://www.communitiesinmotion.org)

[www.blueprintforgoodgrowth.com](http://www.blueprintforgoodgrowth.com)

